

ROYAL NAVAL DIVISION.
FURTHER SCHOOL BATTALION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
5, 7 and 8, Old Road Street, W
God Save The King

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
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"THE DURABLE"
The only reliable COLOUR
WASH on the market.
Large variety of shades in stock.
ALEX. ROSS & Co.

No. 18,248.

號八十四百二千八萬一第 日三十月十年辰丙

HONGKONG, WEDNESDAY, NOVEMBER 8th, 1916.

三拜禮 號八月一十年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS

TO ARRIVE.
Nov. 8th.—Europe (English mail), per
s.s. MAURA.
Nov. 8th.—Europe (via Siberia), per s.s.
Luchow.
TO DEPART.
Nov. 8th.—Europe via Siberia, at 3 p.m.,
per s.s. MONTAGLE.
Nov. 8th.—Formosa via Keelung, Shang-
hai, North China, Japan via
Mojji, Victoria, Vancouver,
United States, Central and
South America, at 3 p.m., per
s.s. MONTAGLE.
Nov. 9th.—Europe via Siberia, at 3 p.m.,
per s.s. SINKING.
Nov. 10th.—Europe via Siberia, at 11
a.m., per s.s. MALTA.
Nov. 15th.—Shanghai, North China,
Japan via Nagasaki, Vi-
toria, Vancouver, United
States, Central and South
America and United Kingdom
via Canada, at 10.30 a.m.,
per s.s. EMPRESS OF JAPAN.
Nov. 15th.—Europe via Siberia, at 10.30
a.m., per s.s. EMPRESS OF
JAPAN.
Nov. 15th.—Europe via Siberia, at noon,
per s.s. CHINA.
S.S.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net.
In Bags 350 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
880

BOORD'S GIN.

(CAT ON BARREL BRAND).

DRY AND

OLD TOM.

SOLE AGENTS.

CALDBECK,

MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL

Telephone No. 75.

PEAK TRAMWAY COMPANY LIMITED

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " " " " "	" " " " " "
10.00 " " " " " "	" " " " " "
11.30 " " " " " "	" " " " " "
12.45 p.m. to 1.15 " "	" " " " " "
1.15 " " " " " "	" " " " " "
1.45 " " " " " "	" " " " " "
2.15 " " " " " "	" " " " " "
3.15 " " " " " "	" " " " " "
5.00 " " " " " "	" " " " " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	8.30 to 11.30 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " " " " "	" " " " " "
11.30 " " " " " "	" " " " " "
12.00 noon to 1.00 p.m.	" " " " " "
1.00 p.m. to 5.00 " "	" " " " " "
5.00 " " " " " "	" " " " " "
6.00 " " " " " "	" " " " " "
7.00 " " " " " "	" " " " " "
NIGHT CARS on Week Days.	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangements at
the Company's Office, Alexandra Building,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-table, but
not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compendious Order payable
to the Bank of China.
JOHN D. HUMPHREYS & SON,
General Managers.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

1A, A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Contradict Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, etc., etc.

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TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 610 feet ... Dock No. 2 ... Dock No. 3
Width of Entrance on bottom ... 350 ... 714 feet
Water on Blocks at Spring Tide ... 28 ... 88 ... 44
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 718 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.

KOBE.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1 7,000 tons. No. 2 12,000 tons.
Max. Length of Ship taken in ... 480 feet ... 680 feet
Max. Breadth of Ship taken in ... 56 " " 88 " "
Max. Draft of Ship taken in ... 32 " " 38 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimomoseki).

TELEGRAPHIC ADDRESS: "DOCK" SHIMOMOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 388 feet 0 inch.
Breadth at Entrance on bottom ... 56 " " 0 " "
Depth of Water on Blocks at Spring Tide ... 25 " " 7 " "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execu-
tion of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application.

KAIPING COAL

FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES

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FIREBRICK AND FIRECLAY

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TIENSIN, NORTH CHINA.

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TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Train and with
Dairen-Sekou (Tientsin) Kianghai Mail Steamship Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Train	2nd Class Train	1st Class Train	2nd Class Train
From Dairen	From Dairen	To Dairen	To Dairen
May 1st	May 1st	May 1st	May 1st
7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.
11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.
7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.

* Russian Train Time is 22 minutes faster than S.M.R. Time.
The above time do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun
at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,
Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in North China),
all under the Company's Management.
TICKET AGENTS.—The Company's Railway and Steamship Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRADING CO.,
Messrs. TONG COOK & SON, the NORDDEUTSCHER LLOYD and the NIPPON Yusen KAISHA,
Shanghai, from whom all information, time-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "MANCHURIA."
Codes: A.B.C. 5th Ed., A1, and Lieber's

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THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Hsiching, and Tientsin Depots,
as also at Amoy, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

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The German Woman and her Master, by the Author of "Degenerate Germany" ... \$1.50
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Songs of the Sailor Men, by "T. B. D."30
The Worries of William—Topical Cartoons40
Law's Tennis Lessons for Beginners, by J. Farmlay Paret ... 4.00
Have you understood Christianity? by W. J. Carey ... 2.00
The "Daily Telegraph" War Atlas50
Scotland: From the Earliest Times to the Death of Scott, by R. L. Mackie, M. A. ... 8.00
Cloud and Silver, by E. V. Lucas ... 4.00
The King's Highway, by John Oxenham60
The Brook Kerith: A Syrian Story, by George Moore ... 5.50
Wild Animal Ways, by Ernest Thompson Seton ... \$4.50
Automobile Repairing Made Easy, by Victor W. Page ... 12.00
V. C. Heroes of the War, by G. A. Leask ... 2.75
The Heritage of Hiroshima: A Glimpse at Japanese Landscape Art, by Dora Amsden ... 5.50
The Roll of the Drum, by F. Barber Wells80
The Motor Cycle Manual80
THE CHINA YEAR BOOK 1916 ... 8.00
NOVELS at \$1.75 each.
The War Wedding, by C. N. & A. M. Williamson.
April Folly, by St. John Luosa.
The Woman who Lived Again, by Lindsey Russell.
The Proof of the Pudding, by Meredith Nicholson.
Iron Mouth, by C. Stanton and H. Hoeken.
The Rise of Raymond, by Frankfort Moore.
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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer ... \$3.00
Return " " (available also for return by day steamer) ... 11.00
Single Fare by Day Steamer ... 5.00
Return " " ... 9.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 8th NOVEMBER, 1916
8 a.m. HONAN. 10 p.m. FATHAN.
THURSDAY, 9th NOVEMBER, 1916
8 a.m. HONGSHAN. 10 p.m. KINSHAN.
8 a.m. HONGSHAN. 10 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. "HONGSHAN," Tons 2,008. S.S. "SUI TAI," Tons 1,651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 3 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.
EXCURSION TO MACAO.
SUNDAY, 12th NOVEMBER, 1916.
The Company's New Steamship
"HONGSHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return
from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.
and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

SERVICE SUSPENDED.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 tons, and S.S. "NANNING," 668 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Bank of China.

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PETTER

SEMI-DIESEL

CRUDE OIL ENGINES

Best for

ELECTRIC LIGHTING.

FACTORY POWER

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MARINE PROPULSION AND AUXILIARY POWER ON SHIPS.

Size up to 150 H.P.

Guaranteed Consumption 0.45 Pints per H.P. per hour

8 to 10 Horse Power for Twenty Cents per hour.

Electric Current at one-fifth of a Penny per unit.

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SOLE AGENTS FOR HONGKONG.

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HONGKONG HOTEL

AND

GRILL ROOM.

J. H. TAGGART

Manager

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

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Telephone: No. 878.

Tel. Address: "VICTORIA."

J. WITCHELL

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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Steamers
in every Room, prompt connection maintained
by six lines to Central.
Fifteen minutes from Principal Landing
Stage. Moderate Tariffs and Excellent Cuisine.
Roof Garden, and Social Rooms. European
Runners meets Steamers.

P. O. FEUSTIK

Manager

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THE

VICTORIA HOTEL CANTON.

Situated on the British Concession,
Shamoen.

The only European Hotel in
Canton.

Guides and Chairs provided.

Every information and special
attention given to Tourists.

Reasonable Rates.

Under the personal Management
of Mr. and Mrs. G. H. HYLLE.

1911

SPEND YOUR VACATION IN

BAGUIO (PHILIPPINES).

CITY Built on Pine Clad Hills Swept by
Cool and Refreshing Breezes.

5,000 FEET ABOVE SEA LEVEL.

65 F. AVERAGE TEMPERATURE

Eight hours by Rail or Automobile from
Manila.

GOLF, TENNIS, POLO.

MOUNTAIN CLIMBING TO

ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS

IN THE WORLD.

Automobile and Horse Race Tracks

FIRST CLASS HOTELS.

For Information, address—

THE CITY SECRETARY,

BAGUIO, P.I.

or nearest Office of TONG COOK & SON

Illustrated booklet Baguio, with Map, etc.

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Official Passenger Agents to the
Philippine Government.

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14, ROBINSON HILL ROAD

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MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

FIVE YEARS.

CASH OR EASY TERMS.

MOUTRIE'S.

WISEMAN, LTD.

CHIVER'S NEW SEASON'S

JAMS

JUST ARRIVED.

65 Cents per jar.

TELEPHONE 407.

WHY SHOULD ONE DRINK

No. 10

WHISKY?

BECAUSE

"ONE OUGHT."

DISTILLED BY JAS. WATSON & Co., LTD.,
DUNDEE.

SOLE AGENTS IN SOUTH CHINA:

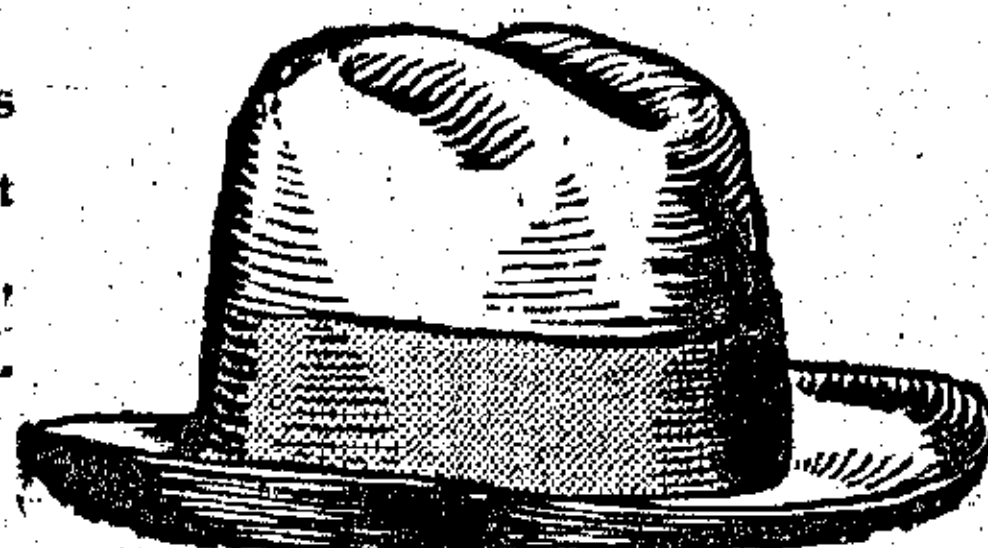
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HONGKONG AND CANTON.

Telephone 636.

HENRY HEATH HATS.

Attractive shapes
designed to suit
men of all ages,
build and fea-
tures.



A variety of
very pleasing
shades of grey,
brown, green,
smoke, etc.

LATEST STYLES NOW SHOWING AT

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS,

16, DES VŒUX ROAD.

TELEPHONE 29.

NEW CARTRIDGES.

BY popular English Manufacturers
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT From No. 10 to 28SG. at \$2.47 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.
[1268]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.Photographic Goods of Every Description
in Stock.Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.

[586]

FAR EASTERN TRADE.
PRACTICAL ADVICE TO
MERCHANTS.

A letter, in which a number of points
were raised regarding the trade of the
Far East, was recently sent by the Board
of Trade to the Hongkong and Shanghai
Banking Corporation. The committee of
the Penang Chamber of Commerce sent
the replies given below to the questions
raised. They are of considerable interest
(says the *N.C. Daily News*) as showing
the trend of opinion in markets of the
Far East.

The first question dealt with German
competition. It asked the main reasons
for the great increase of German trade
throughout the Far East during the past
decade, and for the fact that German
merchants were distributing a constantly
increasing proportion of British-manu-
factured goods (notably cotton textiles),
also an opinion as to how far the present
efforts of British Eastern merchants are
likely to be successful in securing, after
the war, this trade formerly enjoyed by
their rivals. The reply was as follows:—

(a)—The enterprise of the Continental
merchant both at home and in the East
is more pronounced than that of the British
merchant in so far as pushing his
trade by means of commercial travellers,
furnished with complete lines of attractive
samples, etc.

(b)—In addition this sampling is well
maintained by continuous supplies sent
out to Eastern houses.

(c)—Further, the Continental manu-
facturer has generally laid himself and
his factories out to provide the type of
article required by the native consumer,
whereas the British merchant has been
more conservative in this regard.

(d)—Again, it is assumed that it was
owing to the assistance of their commer-
cial banks that the German traders in
particular were able to give extraordi-
narily extended credits in the native
bazaars, a method of trading which is
not only unsound but detrimental to the
best interests of the trade of the port.

(e)—One proof of the hold that the Ger-
mans had on British trade in this colony
is to be found in the large number of
British manufacturers represented by them.

(f)—It is a recognized fact that the big
German shipping lines are subsidized by
Government, and it will possibly be re-
membered by some, if not all, that in the
early days of the bid for Eastern trade
these German lines indulged in the most
frantic freight wars, so much so that
eventually working arrangements were
practically forced with British lines, and
they were admitted into various confer-
ences. Having achieved the purpose of
being admitted into British companies, it
was simplicity itself to develop their
share of the trade. By placing high class
steamers on the various routes and giving
the usual careful attention to details of
general requirements, especially in regard
to passengers, they received considerable
support from the travelling British
public both Government, private, and
commercial, thus facilitating the commer-
cial intercourse which became so pronounced.

(g)—We are of opinion that if our pre-
sent enemies could re-establish themselves
in the colony upon the old basis of free-
dom of action, the British merchant
would have to share the trade which he
has now owing to war conditions, but
we greatly doubt if the economic condi-
tions after the war will admit of their
enjoying the same financial facilities
obtaining before the war.

(h)—If the British manufacturer can
be induced to confine his agencies to British
houses and ship his goods in British
steamers, the difficulties of enemy com-
petitors re-establishing themselves in the
colony will be increased still further. It
is also suggested that the British travel-
ling public should be urged to confine
their support to British and Allied lines
and that no Government official should
be allowed to travel in any other than
such vessels.

CREDIT.
Merchants having complained that
trade is lost through extensive credit
being granted by their competitors,
while British banks encourage, and in
some cases (as in Tientsin) impose an
obligation upon British merchants to sell
on a cash basis, an expression of a
bankers' views on this vexed question of
credit was sought.

The bankers observe on this question:—
We are of opinion that "restriction of
credit" by the banks concerns business
in China and Japan more than it does
business in the Straits Settlements, where
merchants appear to be in a position to
work largely on their own funds. The
question of credit allowed by merchants
to the native bazaar is therefore largely,
if not entirely, in their own hands.
Even in the cases of China and Japan
the question of bazaar credit would ap-
pear to be largely in the hands of the
merchants assisted by home financiers
who send out documents covering goods
for remittance of the proceeds on realiza-
tion.

ENEMY FIRM RESTRICTION.
In the case of the Crown Colonies of
the Straits Settlements and Hongkong
their opinion was invited with regard to
the desirability or otherwise of any
Government action with a view to re-
stricting the commercial activities of
enemy firms.

In reply it was urged that if our pre-
sent enemies are to be allowed to trade
again in the colony and the F.M.S. they
should only be permitted to do so under
the following restrictions:—

(1) Under special licence of the local
Government and be at all times subject
to an adaptation of the laws controlling
limited liability companies.
(2) The turnover value of their trade
to be subjected to a tax.
(3) They shall not be allowed to become
representative agents of British manu-
facturers, or other British commercial
undertakings.
(4) They shall not be allowed to own
land or house property.
(5) In the event of the above sugges-
tions not being acceptable we would pro-
pose that the imposition of a poll tax
be considered.

(Continued at foot of next column.)

SHANGHAI-MALAY RUBBER
ESTATES, LTD.
THE QUESTION OF DEVELOPMENT.

The sixth annual general meeting of
the shareholders in the Shanghai-Malay
Rubber Estates, Ltd., was held on Octo-
ber 31st, at the offices of the company.

Mr. G. Grayrigg, who presided, said
that exception had been taken to that
section of the report dealing with exten-
sions. The Board published its policy
clearly, viz.:—gradually to extend as
labour and other conditions permit, until
the planted area of both estates should
aggregate about 1,450 acres. Further
development was opposed on the
grounds:—That the time was inopportu-
ne; that rubber after the war might go
down to 8d.; that the Company could not
raise the extra capital. The Chairman
went on to explain that neither on the
Chengai nor Goodheart estate had the
planted area reached the point where the
best economy in administration and
cheapest cost of production could be
effected. An estate of 600 acres could be
administered at the same cost as one of
800 acres. Moreover, they would shortly
have in tapping the whole of the present
old planted areas, and therefore it was
necessary to look ahead if the output was
to be maintained. Again, to invest re-
serves in development was likely to give
the best return for the money. The esti-
mate before the Board, to bring into bear-
ing 200 extra acres on Chengai, and 135
extra on Goodheart, amounted to \$80,825.
When in bearing, this acreage would in-
crease earning power by nearly 30 per
cent. The clearing and planting, which
were the big items, were unlikely to be
done in one fell swoop, but granted they
were, the cost would only affect dividends
for that year to the extent of about three
per cent.

From the latest estimate, made up by
Mr. Truman on the spot, it was stated
that the Company had yet to spend
\$103,000 odd on capital expenditure, in
machinery and buildings, and to bring
the non-producing acreage and that is
now in process of development to full
bearing. Questions had been raised as
to whether the balance of capital could be
raised. He had not the faintest doubt
it could, but the Board did not press the
point. It remained with the shareholders
to say whether this Capital expenditure
should be met out of revenue, or whether
they preferred to issue the available
shares and thus receive the full benefit of
dividends.

As stated at the meeting of July 13th
last, it was proposed to change the Com-
pany's financial year to end on Decem-
ber 31st; the Board also proposed to pay
interest on the Preference issue for the
9 months ending December 31st, 1916, and
after that to pay this interest half-yearly.

The Chairman concluded by proposing
"That the Directors' printed report as
circulated be adopted." Mr. R. N. Tru-
man seconded this.

Mr. H. N. Robertson commenced his
remarks by saying "develop the area
which formed part of the original hold-
ing of the company." He had not the
slightest objection to that being develop-
ed; in fact, he was in favour of it. The
Chairman had referred to him as fore-
casting a price of 6d. per pound for rub-
ber, but reference to the minutes would
show that he mentioned 1/6 per pound.
The prospect of an increase in earning
power of 30 per cent. was a myth. It
would be nine or ten years before the
developed area made the return they
wanted. They were not going to give the
board power to issue 1/4, 100,000 when
they liked and give them power to buy
land when they wanted. He proposed
an amendment that beyond the 135 acres
proposed to be developed upon the Chen-
gai and Goodheart Estate no further
planting be undertaken without the ex-
press consent of the shareholders being
given thereon, and that there be no further
issue of preference shares without refer-
ence to the shareholders.

Mr. H. W. Pilcher seconded.
The amendment on being put to the
meeting was lost, and the original pro-
position for the adoption of the report
was carried by 11 votes to three.

The Chairman then took the opinion of
the meeting with regard to the issue of
extra capital, a show of hands resulting
in seven being for the issue and four
against, the directors not voting.

The election of Mr. E. S. Kadorie to
the board was carried.
The Chairman announced the receipt of
a resolution that Mr. Robertson be ap-
pointed to the board of directors. This
was proposed by Mr. Pilcher and seconded
by Mr. Bateman.

The Chairman urged that the Com-
pany was very well served by the board
of four directors that they had, and re-
presenting as they did 25,000 out of 50,000
shares it was quite possible for the share-
holders to see that the interests of the
board were those of the shareholders. Mr.
Robertson's election to the board would
not be acceptable to them and they would
regard it as a vote of no confidence in
them.

Mr. Pilcher reminded the Chairman of
the work he claimed Mr. Robertson had
done upon the special committee for the
company and considered that the chair-
man's remark was absolutely uncalled
for.

The resolution was lost—four voting
for the resolution and 11 against.

The committee strongly recommended
that effective measures be instituted at
once in order to register trade marks, as
is now done in England.

The committee desired further to
place on record the difficulties experi-
enced by merchants in this colony
owing to the lack of protection
from the copying of trade marks
by certain other countries, and recom-
mend that immediate steps be taken to
remedy this handicap to British trade.
That the country of origin be shown in
a prominent position on all goods im-
ported from enemy countries.

TRAGEDY AT NANKING.
MURDEROUS ASSAULT ON A
HOTEL PROPRIETOR.

Mr. W. A. Martin, proprietor of the
Bridge House Hotel, Nanking, succumbed
on the 30th ult. to wounds received in a
murderous assault committed on him by
a Chinese ex-servant in the early hours
of the previous Friday morning.

It appears that when the assault took
place, Mr. Martin was in a profound
sleep. The first blow gave him
such a terrible shock as to prevent him
defending himself, in the manner he
might otherwise have done. He made a
plucky resistance, however. The as-
sailant, who was only a lad of 18, seems
to have been very agile, and had used
Mr. Martin pretty badly when Mr.
Jones came to his assistance. The ser-
vant, described as a hall boy, had been
well recommended, and was looking
forward to an assistant's place in the office
of the hotel. Mr. Martin had been kind
to him, and had taught him typewriting.
Later, the boy discharged himself after
an altercation with another employee, Mr.
Martin taking the latter's point of view.
Mr. Martin, himself, stated that he
thought the lad must have been crazy.
At the time, Mrs. Martin was away,
having gone to Chefoo to place her child-
ren at a school there.

MR. DENMAN FULLER'S
RECITAL AT SHANGHAI.

Mr. Denman Fuller has just returned
from a trip to Shanghai which he under-
took in order to give a pianoforte recital
at the Country Club in the port on
behalf of the British Women's Work
Association and the Blind Soldiers' and
Sailors' Fund.

It is little wonder that Mr. Fuller has
obtained over \$5,000 for war charities by
his recitals (says the *North China Daily
News*), for the programme he presented
was altogether excellent. In the space of
ten items Mr. Fuller ran the whole gamut
of musical expression from the dainty
"Canzonetta" of Schütz, through the
fantastic harmony of Norman Peterkin's
"A Dreamer's Tales (No. 1), the straight-
forward "Hunting Song" of E. Isaacs
and the "Pavane Valente" of Poldini,
to the sonorous "Sonata in B minor"
of Liszt, with which he opened his pro-
gramme. What Mr. Fuller lacks in
technique—though that is very little—he
makes up for in sheer artistry and versa-
tility, as witness the delightful tone-
painting in Debussy's "Jardin sous la
pluie," and Chopin's "Ballade in F
minor" and sheer command in Peterkin's
brilliant "Octave Study." Peterkin, by
the way, is a clever young composer
resident in Hongkong. Too much praise
cannot be given to Mr. Fuller's playing,
and the surest indication of the success-
ful appeal his renderings made to his
audience is to be found in the enthusiasm
of his recalls.

THE HOOKWORM IN CHINA.

VISIT OF AN AMERICAN EXPERT.

Dr. Heiser, director of the Health
Board of the Rockefeller Foundation, has
left Peking for Manchuria and will
later visit Korea and Japan. Dr. Heiser
is making a survey of sanitary condi-
tions throughout the Far East for the
purpose of recommending measures for
the prevention of disease. Dr. Heiser
was at Shanghai and at various cities in
South China before coming to Peking.
He made a trip through the Yangtze
Valley, where he found many persons
suffering with the hookworm, which
formerly created great havoc among the
natives of Cuba, Porto Rico and various
sections of the southern portion of the
United States. The hookworm has now
been almost entirely eliminated from the
United States, through the activity of
the United States health department.

SHIPPING NOTES.

S.S. "CHENAN" DISABLED.

The C.N.S. *Chenan*, Captain Mechem,
of the Shanghai-Hongkong run, which
sailed from Shanghai with a full cargo
of general merchandise at noon on the
31st ult., limped back into port just be-
fore noon on the following day with the
assistance of two tugs.

When about 100 miles out, in thick
weather, the *Chenan* ran aground at a
point near the Button (says the *N.C.
Daily News*). One of her engines was
disabled and No. 2 hold was full of
water. In her disabled condition she
made her way to Woosung unassisted, and
there was met by two tugs, which the
company had engaged from the Tug &
Lighter Co. The ship will have to go
into dock and it will probably be some
time before she is again in service.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN,
D.S.P. (R).

COMMAND.

The D.S.P. (R) having returned to the
Colony takes charge of the Police
Reserve Force as from this date.

OFFICERS.
The officers and Company Sergeant
Majors are requested to meet the
C.O. at Headquarters' Club at 5.45
p.m. on Thursday, Nov. 8th.

PARADES, CENTRAL STATION, 5.30 P.M.
Friday, Nov. 10th.—Sections 1, 3 and 4
of No. 1 Company. Also Ambulance
Platoon.

ROUTE MARCH.

No. Drills, except of Recruits, will take
place during the week commencing
Monday, Nov. 13th.

All ranks, except Recruits and men back-
ward in drill, will parade at Queen's
Square, Chester Road, at 5.30 p.m.
on Friday, November 17th, Uniform,
helmets and rifles.

ORCHESTRA.

Orchestra Practice.—Nov. 8th, 6 p.m.,
at Club Lusitano.
(Sgd.) J. W. FRANKS,
A.S.P. (R)

HOUSES TO LET

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

A HOUSE in Knutsford Terrace.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., LTD.
[1324]

TO LET.

NO. 42, ELGIN STREET.

Apply to—
PERCY SMITH, SETH & FLEMING.
[1325]

TO LET.

OFFICES in HOTEL MANSIONS.—Four
large rooms (communicating) facing Blake
Fior and the General Post Office. Nos. 9, 10,
11 and 12 on the Third Floor of Hotel
Mansions.

For particulars apply—
MANAGER,
HONGKONG HOTEL.
[1322]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.

Apply—
H. E. POLLOCK,
Princes' Buildings.
[1319]

TO LET—AT THE PEAK.

8 ROOMED FURNISHED HOUSE, for
5 or 6 months.

Apply to—
LINSTED & DAVIS.
[1372]

TO LET.

A HOUSE, at Observatory Villas, Kowloon.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vœux Road Central.
[1315]

TO LET.

A SMALL OFFICE in Alexandra
Buildings. Cheap rental.

Apply—
"A,"
Care of "Daily Press" Office.
[1317]

TO LET.

From 1st November next.

FLATS in "EWO MESS," No. 8, THE
PEAK.

Apply, Property Office,
JARDINE, MATHESON & Co., LTD.
[1085]

TO LET.

GODOWN in Duddell Street. Light and
Airy Offices overlooking Statue Square.

Moderate rent.
For rent and other particulars apply to—
"H,"
Care of "Daily Press" Office.
[1340]

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Build-
ings.

Apply to—
SHEWAN, TOMES & Co.
[1318]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.
[1322]

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton
Terraces.

No. 21, WONG NEI CHONG ROAD.
HOUSES on Shumeng, Canton.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., LTD.
[1322]

TO LET.

NO. 1, MINDEN VILLAS, 5 Rooms with
Tennis Court, in Moty Road, Kowloon.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., LTD.,
Alexandra Buildings.
[1006]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 58, PEEL STREET.

No. 17, MOSQUE JUNCTION.

No. 25, SHELLEY STREET.

No. 8, BURROW'S STREET, WANCHAI,
GODOWN.

No. 12, BEACONSFIELD ARCADE,
SHOP.

No. 3, CAMERON VILLAS, 63, PEAK.

KELLY CREST, 68, PEAK.

"HARTING," Austin Road, Kowloon.

No. 25, B. LILLOS TERRACE, with
entrance on Conduit Road.

TWO GODOWNS in Duddell Street.

No. 2, DES VŒUX VILLAS, 51, PEAK
(Unfurnished).

No. 58, THE PEAK (5 CAMERON VILLAS).
Apply to—
LINSTED & DAVIS.
3rd Floor, Alexandra Buildings.
[1325]

WANTED.

HALF of FURNISHED HOUSE, Peak
District, near Tramway Station.
Moderate rent.

Apply to—
Fox 15 M.,
Care of "Daily Press" Office.

INTIMATIONS

1107

NEW ADVERTISEMENTS

WANTED.

SHIP'S DOCTOR.
Apply—
X. Y. Z.
Care of "Daily Press," Office.
[1357]

WANTED.

BY a British Qualified Medical Man, an appointment as a **SURGEON** on Board a Steamer sailing for Singapore or Penang.
Apply—
Box 1245,
Care of "Daily Press" Office.
[1358]

SECOND 5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916
for Rbls. 3,000,000,000.

THE Subscription to the above LOAN will be opened from 14th November to 28th December, 1916.

The price of issue is 95 per cent.

The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable at par on 14th October, 1925, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 14th April and 14th October.

An interest on the above Loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
[1359]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBROUGH, LONDON, GENOA & STRAITS.

THE Steamship

"GLENIFFER"

Captain J. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 11th inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to return.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 7th November, 1916. [1310]

SS. "POLYNESIEN" & "MAGELLAN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, Goods remaining undelivered after WEDNESDAY, the 8th Nov., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to agent on or before the 8th Nov., or they will not be recognized.

All damaged packages will be examined on SATURDAY, the 11th Nov., at 10 A.M.

No Fire Insurance has been effected.

J. TOUTET,
Agent.

Hongkong, 7th November, 1916. [1312]

REMEMBER

"KISMET"

MID - DECEMBER.

A.D.C. Production

on behalf of the

"STAR AND GARTER FUND"

for Soldiers and Sailors totally disabled in the War.

[1394]

INTIMATIONS

NOTICE.

S. O. A. E. O.

THE Undersigned beg to notify that the Agency of the FAR EAST OXYGEN & ACETYLENE CO., LTD. (Societe d'Oxygene et d'Acetylene d'Extreme Orient) will be transferred from A.B. THE SWEDISH TRADING COMPANY IN CHINA, LIMITED, to Messrs. FLOQUET & KNOTH (1, Princes' Buildings, Telephone 2082, Works 1035), as from the 16th November, 1916.

A.B. THE SWEDISH TRADING COMPANY IN CHINA, LIMITED, GUNNAR LUDIN.

THE FAR EAST OXYGEN & ACETYLENE CO., LTD. F. PERNAUT, Technical General Manager.

Hongkong, 31st October, 1916. [1352]

NOTICE.

UNDER instructions from Head Office I have handed over the Agency of REUTER'S TELEGRAM CO., LTD. to Mr. J. P. BRAGA, of No. 8, Pedler's Hill, to whom all communications should be addressed in future.

F. SMYTH, Hongkong, 2nd November, 1916. [1341]

RELIANCE MARINE INSURANCE CO., LTD., LIVERPOOL.

FILE DEPARTMENT.

HAVING been Appointed AGENTS for the above Company we are prepared to accept FIRE risks at current rates.

W. A. HANNIBAL & CO., Hongkong, 6th November, 1916. [1350]

HONGKONG TRAMWAY CO., LIMITED (Incorporated in the United Kingdom).

LOST.

THE SHARE CERTIFICATE No. 1638 for 80 Shares numbered from 5320 to 5399 inclusive, standing in the Colonial (Hongkong) Register in the name of Mr. W. W. CROFT, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, No. 1, Russell Street, Hongkong, within 30 days from the date hereof, a duplicate Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

W. E. ROBERTS, Secretary, Hongkong, 26th October, 1916. [1307]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

Re LEONARD RONALD NEEDHAM, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 83 of Ordinance No. 2 of 1897 made an Order limiting the time for creditors and others to lodge their claims against the above Estate to the 15th day of November, 1916.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 21st day of October, 1916.

JOHN BENTLEY, c/o THOS. COOK & SON, Des Vaux Road Central, Hongkong, Executor of the Estate of L. R. NEEDHAM, deceased. [1387]

WANTED.

ENGINEER, Br. abtainer, for Harbour or Shop. Apply in own writing with copy refs., stating age and salary required to—
W. S. BAILEY & Co., Ltd., Kowloon. [1348]

WANTED.

A N ASSISTANT SECRETARY for the Marine Engineers' Guild in Hongkong. An Engineer Preferred. Reply to 17, NANKING ROAD, Shanghai. [1313]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WITZKE & Co. to sell by Public Auction.

TO-MORROW (THURSDAY), the 9th November, 1916, commencing at 10.30 A.M., on their premises, No. 1, Ningpo Street, Y. M. C. A. Buildings.

A QUANTITY OF METAL, &c., &c., comprising—

Copper Plate Cuttings, a large quantity of Copper Pipes, Muntz Metal Rods, Brass Plates and Rods, Zinc Concentrates, Seattle Port Frames, Patent Automatic Lubricators, Cast Iron Rice Boilers, Brass Bushes, Valves, Plugs, Oil Caps, Screwed Bent Cocks, Straight Flanged Stop Valves, Brass Locks, Coils of Brass Wire, Pressure Gauges, Weighing Machines, &c., &c.

On View from WEDNESDAY, 8th November. Terms—Cash.

HUGHES & HOUGH, Auctioneers. [1353]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WITZKE & Co. to sell by Public Auction.

On FRIDAY, the 10th November, 1916, at 11 A.M. at the Breakwater, Yauwatt.

The Steam-Launch "M. E. T. A."

Constructed of Teakwood.

Length overall... 50 ft.

Beam... 10 ft.

Depth moulded... 7 ft.

One set of inverted Compound Surface Condensing Engines.

Dia. of H.P. Cylinder... 7 ft.

"L.P."... 14 ft.

Length of Stroke... 10 ft.

One Cylindrical Multitubular Boiler Dia. 5 ft.

Length 8 ft. 6 in.

A Launch will leave Blaisie Pier at 10.30 A.M. day of sale to convey intending purchasers.

On view from WEDNESDAY, 8th November. Terms—Cash.

HUGHES & HOUGH, Auctioneers. [1354]

INTIMATIONS

The List will be Closed on or before

15th November, 1916.

HONGKONG GOVERNMENT

SIX PER CENT. WAR

LOAN OF 1916.

Issue of \$3,000,000 Hongkong

Currency six per cent. Bonds to

Bearer authorised by the War

Loan Ordinance 1916.

THE PROCEEDS OF THE

LOAN WILL BE HANDED

OVER TO THE IMPERIAL

GOVERNMENT AS A WAR

CONTRIBUTION FROM

THE COLONY OF

HONGKONG.

THE PRINCIPAL AND INTEREST

OF THIS LOAN ARE GUARAN-

TEED BY THE GOVERNMENT

OF HONGKONG AND ARE

SECURED BY THE

REVENUES OF

THE COLONY.

PRICE OF ISSUE \$100 PER CENT.

Interest payable—1st May and

1st November.

First Coupon for full six months' interest payable—1st May, 1917.

Principal repayable at par on—

1st November, 1928, or, at the

option of the Government of

Hongkong, principal may be

wholly or partially repaid at

any time after the fifth year

by drawings of Bonds.

The HONGKONG AND SHANGHAI

BANKING CORPORATION, Hong-

kong, are instructed by the Govern-

ment of Hongkong to invite

subscriptions for the above Loan.

The Bonds will be issued in

denominations of \$100, \$500,

\$1,000, \$5,000 and \$10,000, payable

to Bearer with half-yearly interest

coupons attached payable 1st May

and 1st November, at the Office of

the HONGKONG AND SHANGHAI

BANKING CORPORATION, Hongkong.

The first coupon will be attached

to Scrip Certificates, which will be

exchanged later for definitive

Bonds.

This loan will be free from any

local taxation as regards both

principal and interest.

Applications will be received by

the HONGKONG AND SHANGHAI

BANKING CORPORATION, Hong-

kong, from whom the necessary

printed forms can be obtained.

Such applications must be for \$100

or any multiple thereof and be

accompanied by a deposit of 25

per cent. of the amount applied for.

Applications may be accepted in

whole or in part, and in the event

of partial allotment the surplus

amount paid as deposit will be

appropriated towards the payment

of instalments due on allotment.

The Government has the right

to refuse any application.

Payment will be required as follows, viz.—

25 per cent. on application.

25 " " allotment (4th Dec. 1916).

25 " " 20th December, 1916.

25 " " 17th January, 1917.

100%

In case of default in the pay-

ment of any instalment at its due

date, the deposit and instalments

previously paid will be liable to

forfeiture.

Scrip Certificates, with coupon

attached for the first half-year's

interest due on 1st May, 1917,

will be issued after payment of the

instalment due on allotment, and

such certificates, when fully paid,

will be exchangeable for Bonds

when received. Notice will be

given when Bonds are ready for

delivery.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Hongkong, 25th October, 1916.

[1304]

INTIMATION

SPEY—

ROYAL.

SCOTCH WHISKY

10 YEARS OLD.

Obtainable from all Compradores

and Stores.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

MARRIAGE.

WEBSTER-TUCKER.—At all Saints', Tientsin, on October 25th, by the Rev. C. W. Scott, JOHN WILLIAM, son of R. J. WEBSTER, of Croydon, England, to ELLA, daughter of J. J. TUCKER, of Perth, Western Australia.

DEATHS.

KING.—At the Victoria Nursing Home, Shanghai, on October 1st, EDITH ANNIE, the beloved wife of GEORGE W. PEARCE KING.

KIRK.—Died on July 30th, of wounds received in action on July 1st, Lieut. G. A. KIRK, 1st Lincoln Regiment, only brother of C. G. Kirk, of Shanghai.

MARTIN.—At Nanking, on October 30th, W. A. MARTIN.

MOORES.—At the General Hospital, Shanghai, on November 1st, ROBERT MOORES, late chief engineer of the P.S. "Kiangfoo," China Merchants' S. N. Co., aged 54.

SHEWAN.—Killed in action, on the 15th September, ALAN DAVIDSON SHEWAN, Lieutenant (Temporary Captain), Argyll and Sutherland Highlanders, second son of Alexander Shewan, Indian Civil Service (retired), and Mrs. Shewan, St. Andrews, Fife, aged 24 years.

SPRAGUE.—At 48, Great Western Road, Shanghai, on October 20th, ELLEN MARY SPRAGUE, aged 78 years.

HONGKONG OFFICE: 10A, Des Vaux Road, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 8TH NOVEMBER, 1916.

CHINA'S POSTAL SYSTEM.

Those who occasionally grow despondent over the slow progress which China is making, and sometimes wonder whether the country will ever become that rich field of commercial and industrial enterprise which has been predicted, will find encouragement in a perusal of the recently published report covering the activities of the Chinese Post Office during 1915.

Through all the turmoil of political upheavals, revolutionary movements, persecutions and extravagances, which lead to an almost chronic state of national bankruptcy, the Post Office is surely and effectively bringing the great masses of the people in the far-distant parts of the Republic more closely into touch with one another and with the outside world.

With the increased facilities for communication must come enlightenment and a stronger and more widely-respected

Government control, and herein lies hope for the future. Those who compare the work of the Chinese Post Office to-day with what it was twenty years back, or can remember sufficient of the conditions to appreciate the difficulties with which the organisers had to contend in the early days, will not cavil at the slow rate of progress, but will rather marvel at the development which has taken place. The Post Office, as we know it to-day, has grown from the system in vogue in the 'sixties by which, under the administration of the Customs, letters were transmitted from Shanghai to the Legations in Peking. This system was extended until it embraced a considerable area in the North, and the results proved so satisfactory that on March 20th, 1896, a decree was issued for the creation of an Imperial Post for all China to be modelled on Western lines. Sir ROBERT HART, as head of the Maritime Customs, was naturally entrusted with the task of building up the necessary organisation. He found in existence the Imperial courier service and a network of native postal agencies which had been long used and were well respected by the people. In the Treaty Ports, also, there were foreign Post Offices for the transmission not only of overseas mail matter but also of inter-port correspondence, thus depriving the Chinese Postal Service of a potential source of revenue. It was impossible to abolish the existing native systems with a stroke of the pen, and they had, therefore, to be incorporated in the general scheme and improved, until, in course of time, the growth of steam communication along the sea-board, the development of inland navigation and the extension of railways should bring about their gradual elimination.

The revenue of the Service exceeded the expenditure for the first time in 1915. The total number of articles of mail matter dealt with last year was nearly eight hundred millions. This is more than double the number which passed through the hands of the Postal Authorities in 1910, a systematic increase having been maintained throughout the intervening period. It was reported from various provinces that an undercurrent of popular unrest was adversely affecting the volume of work, and the European war had, of course, a similar effect generally, but these influences were not sufficient to cause any serious set-back. The Postal Service has evidently become too well established now to be easily disorganised.

Perhaps the most satisfactory feature of the report for 1915 is the improvement in parcel traffic, for it demonstrates how "the commercial activities of the people respond to safe opportunities for trade."

THE WAR.

GERMAN ALLEGATION OF BRUTALITY:

EXAMPLE OF TYPICAL GERMAN MENTALITY.

ROUMANIAN CRISIS PAST.

GERMAN DREADNOUGHT TORPEDOED.

BRITISH SHIPS FIGHT GERMAN SUBMARINES.

Franco-Belgian Front.

[THROUGH REUTER'S AGENCY.]

STRONG ENEMY COUNTER-ATTACKS.

BRITISH GAIN AND LOSE.

LONDON, November 6th.

General Sir Douglas Haig, in a *communiqué*, says:—During the night a strong enemy counter-attack regained a portion of ground in the neighbourhood of Butte de Warlencourt. East of Les Boeufs gains were secured.

We thrice successfully raided trenches in the Armentieres and Ypres areas. BRITISH GAINS CONSOLIDATED.

LONDON, November 7th.

General Sir Douglas Haig, in a *communiqué*, says:—Our front was heavily shelled in the neighbourhood of Les Boeufs and Le Sars.

The consolidation of the ground occupied on Sunday was continued. We successfully bombarded trenches to the south of Armentieres.

RAINS AND GALES PREVAIL.

LONDON, November 7th.

General Sir Douglas Haig reports:—We have improved our position at East Butte and Dewarlenecourt, and have successfully raided trenches between Gommecourt and Serre, taking prisoners and inflicting casualties.

Rains and gales prevail.

FRENCH VIOLENTLY ATTACKED.

SLIGHT ENEMY SUCCESS.

PARIS, November 6th.

A *communiqué* states:—We advanced between Les Boeufs and Sailly-Bailles.

The enemy during the night violently counter-attacked the positions which we had captured from Sailly as far as St. Pierre-Vaast Wood. All attacks on the northern spur and the western edges of the wood were repulsed by machine-gun and artillery fire with heavy losses. The enemy regained a little ground to the south-west of the wood and in the village of Sailly.

There has been a lively bombardment at Damloup, but no infantry actions.

PARIS, November 7th.

A *communiqué* says:—We continued our progress on the northern part of St. Pierre-Vaast Wood. Over 600 prisoners have been taken here since last night.

There is nothing to report at Verdun except a continued cannonade in the Douaumont, Vaux and Damloup regions.

AMERICAN AIRMEN.

DO GOOD WORK ON THE SOMME.

LONDON, November 7th.

A telegram from French Headquarters in France states that there are fourteen American airmen now fighting for the French on the Somme. They have brought down 22 machines since May, when the squadron was formed. Two of the Americans have been killed and three wounded.

Italian Front.

[THROUGH REUTER'S AGENCY.]

ITALIAN ADVANCE.

LINE STRAIGHTENED.

LONDON, November 6th.

An Italian official statement says:—We repulsed attacks in Conci Valley and Asiatic.

On the Carso, we bombarded Castagna works and advanced and straightened our line at several points, taking 17 prisoners.

The Balkans.

[THROUGH REUTER'S AGENCY.]

THE GREEK CRISIS.

VENEZILIST ARMY'S STRENGTH AND PLANS.

ATHENS, November 6th.

General Danglis, of the Venizelist Army, in an interview said he relied on having at least four divisions, the first of which was going to Serres at the end of November. General Sarraïl was assisting in arranging a plan of campaign which, it was believed, with the co-operation of the English and French, would clear out the Bulgarians from East Macedonia.

FRENCH FLAG HOISTED ON GREEK FLOTILLA.

Reuter's correspondent at Athens says it is reported that the French flag was hoisted yesterday evening on the Greek light flotilla at Keratsini.

FRENCH WAR MINISTER AT SALONIKA.

PARIS, November 6th.

General Roques, the French War Minister, has arrived at Salonika.

CARPATHIANS SITUATION. IMPROVING OUTLOOK.

BUKHAREST, November 6th.

The situation in the Carpathians continues to improve, while the extent of the disaster to the enemy in Jiu Valley increases.

The French Military Mission arrived at the critical moment and collaborated most effectively with the High Command, re-establishing a satisfactory situation.

ROUMANIA'S CRISIS PAST. PROVIDENTIAL RAINS.

LONDON, November 7th.

The *Times* correspondent at Bakhrest says:—The crisis seems past. The heavy rains have been providential. It is improbable that the enemy can achieve his objects now, as he cannot negotiate the mountains with heavy artillery, failing which the Roumanians need fear nothing.

Roumania is receiving all possible support—from Russia in men, from the other Allies in material.

ROUMANIAN ADVANCE. ENEMY RETREATS IN DOBRUDJA.

LONDON, November 7th.

A Roumanian *communiqué* says:—We repulsed attacks in the Prasova Valley.

The enemy being reinforced in the Vulcan Pass we stopped the pursuit.

There has been artillery firing all along the Danube. Our advanced detachments forced the enemy to fall back in the Dobrudja, and in the course of his retreat he fired four villages.

RUSSIAN SUCCESS.

SERIES OF HEIGHTS CARRIED.

LONDON, November 7th.

A Russian official report states:—Repeated enemy attempts to wrest from us the dominating heights east of Lipitza-Dolna were repulsed and enemy attacks in the wooded Carpathians were nullified. We here carried a series of heights and captured 394 prisoners.

ROUMANIAN OPERATIONS.

The Roumanians at Predeal were compelled to fall back a little to the south after a prolonged struggle, but at the Jiu River they pressed the enemy backward to the north.

Repeated Turkish attempts to attack in the region of Ognof were arrested.

[THROUGH REUTER'S AGENCY.]

NOTHING TO REPORT ON FRENCH FRONT.

PARIS, November 7th.

There is nothing to report from the French Eastern Army except intermittent artillery fire and patrol encounters.

British aeroplanes bombed Bogdanci.

Russian Front.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN GALICIA.

A MOVE TO AFFECT ROUMANIANS.

LONDON, November 6th.

According to Reuter's correspondent at Petrograd, there is fighting to the north of Postav, and also on the Upper Stokhod and the Narajivka.

That between Brzevany and Halicz has been the stiffest, but according to military accounts all the attacks during the past week have been of purely local consequence, intended to prevent the Russians reinforcing the Roumanians.

Naval Activities.

[THROUGH REUTER'S AGENCY.]

SUBMARINE PIRACY.

AMERICAN STEAMER SUNK.

LONDON, November 6th.

The American steamer *Lanao* has been sunk by a submarine. Thirty of those on board were saved.

BRITISH STEAMER FIGHTS SUBMARINE.

LONDON, November 7th.

A Valencia telegram states that the British steamer, *Glenzie* fought a submarine off Castellon, and that the submarine disappeared.

GERMAN STEAMER DETAINED.

FLUSHING, November 7th.

The German steamer *Atto*, which has been harbouring in Antwerp since the outbreak of the war, has arrived here en route for Rotterdam. A military guard has been placed on the steamer, which will probably be interned.

A PORTUGUESE COAST INCIDENT.

LONDON, November 7th.

The British steamer *Troop* has arrived at Barry with the crew of the *Lanao*, which was sunk on the same date off the coast of Portugal.

The *Lanao* was loaded with rice from China for Havre. When the *Lanao* was stopped her chief officer, a Chinaman, boarded the submarine, which then took the crew aboard. Bombs were placed in the *Lanao*. Subsequently the *Troop* appeared and took off the crew from the submarine. The British steamer then attacked the latter, who used her guns and escaped.

A telegram from New York says the *Lanao* was recently transferred to the Norwegian registry.

BRITISH CAPTURE A GERMAN STEAMER.

LONDON, November 6th.

The German steamer *Anatolia* arrived at Malta from the Piraeus towed by a British warship.

GERMANS CAPTURE DANISH STEAMER.

LONDON, November 6th.

The Germans have captured the Danish steamer *Ulla* and have taken her to Swinemünde.

GERMAN DREADNOUGHT HIT BY TORPEDOES.

LONDON, November 6th.

The Admiralty announces that a submarine fired torpedoes at and hit a German Dreadnought near the Danish coast yesterday. The extent of the damage is not known.

General.

[THROUGH REUTER'S AGENCY.]

THE DEUTSCHLAND'S CARGO.

NEW YORK, November 6th.

The collector of customs at Connecticut has announced that the *Deutschland's* cargo is approximately valued at ten million dollars, of which nine millions are stocks and bonds for the purpose of strengthening Germany's credit. The remainder consists of dyestuffs, chemicals and a small quantity of precious stones.

[THROUGH REUTER'S AGENCY.]

PRIZE MONEY FOR A SUBMARINE CREW.

LONDON, November 6th.

The Prize Court has awarded £3,000 sterling to the crew of the submarine E3 for sinking the German cruiser Prinz Adalbert, with six hundred on board, in the Baltic on October 23rd, 1915.

AUSTRALIA AND CONSCRIPTION.

MELBOURNE, November 6th.

Mr. Hughes is summoning a conference of the Labour Party.

The Referendum figures are now as follows:—No, 1,080,000; Yes, 1,007,000. The count is still incomplete.

Open air meetings at Melbourne and Sydney demanded a repeal of the proclamation calling up all single men.

POLAND'S FUTURE.

UNDER A GERMAN KING.

AMSTERDAM, November 6th.

A Dutch newspaper, in a comment on the Polish Proclamation, emphasises that the future of Poland will be an Austro-German vassal state under a German King.

GERMAN CHARGE OF BRUTALITY.

AN EXAMPLE OF TYPICAL GERMAN MENTALITY.

LONDON, November 6th.

The Admiralty states that the German Press is attempting to make capital out of what it describes as a second Baralong case. One object is the incitement of American opinion against Britain, and another the finding of arguments in favour of an unrestrained submarine campaign.

The facts are perfectly simple. On the morning of September 24th, 1915, in the Western Channel, the *U41* was engaged in sinking a British merchantman. Meanwhile, a converted merchantman, commissioned as an auxiliary ship, approached. Her character was immediately recognised and lost the submarine should submerge before coming within range, she hoisted neutral colours—a perfectly legitimate *ruse de guerre*. She hoisted, within range, the white ensign, as British warships are required to do, and then fired on and sank the submarine.

The Commander's immediate pre-occupation was the rescue of the British steamer's crew, who had been compelled to take to the boats when fifty miles from the nearest port. The auxiliary ship then closed on one of the sunken steamer's boats which had broken adrift and in which there were two submarine survivors. These were rescued in the same way, but only after the victims. The use of a neutral flag in order to approach within range of the enemy is a recognised naval practice repeatedly adopted by the Germans; for instance, the majority of the *Moewe's* victims were secured by this method. It is difficult to believe that anybody except Germans would base on these facts an accusation of brutality on the ground that the English survivors, and not the German survivors, were saved first, by a few minutes.

The whole allegation is a very fine example of typical German mentality—a non-German's first obligation is to save German life, but there is no reciprocal obligation on the part of a German; any *ruse de guerre* by the Germans is legitimate, but all are illegitimate when practised against the Germans. The allegation that the Admiralty ever issued orders that survivors from submarines need not be rescued is an absolute lie, as explicitly denied in the Note of February 25th in the Baralong case.

RECORD BANKING TRANSACTIONS.

MANCHESTER CLEARING HOUSE REPORT.

LONDON, November 7th.

The Manchester Banks Clearing-House report shows that the transactions for the last ten months have amounted to £275,000,000, an excess of £25,000,000 over the record of any complete year.

[THROUGH REUTER'S AGENCY.]

DOUBLE INCOME TAX.

MEETING OF AUSTRALIAN MERCHANTS AND FINANCIERS.

LONDON, November 7th.

The *Times* reports that an important private meeting of Australian merchants and financiers was held to-day to discuss the question of double income tax within the Empire with the view of representing to Mr. McKenna the need for immediately dealing with the subject. It is proposed to ask him to receive a deputation.

Several Anglo-Australian firms have despatched buyers for the Australian market to the United States and other neutral countries in order to avoid the double impost.

PRESIDENTIAL ELECTION. VERY CLOSE CONTEST EXPECTED.

NEW YORK, November 7th.

Fair weather is forecasted for the Presidential election to-morrow (8th instant). This is regarded as advantageous to Hughes, as it will bring out a full vote in the remote rural sections in the Northern States, where the Republican strength resides.

The opinion now prevails that the contest will be very close, in which event a definite announcement of the result must necessarily be delayed.

FAR EASTERN MEN AND THE WAR.

Mr. A. S. Wheeler, mining adviser to the Chinese Government, has left to offer himself for service at the front.

Capt. E. C. Fry, recently of the Orderly Room staff, Shanghai, is now Adjutant of the 5th Training Reserve Battalion, which comprises a variety of Corps and has been transferred from a Service to a Reserve Battalion. Capt. Fry is stationed at Rugeley Camp, Staffordshire.

The death is announced of Pte. W. A. Clifford somewhere in France. Pte. Clifford was formerly at the Shanghai branch of Messrs. Whiteaway, Laidlaw & Co., and left Shanghai on August 10th, 1915. For some time he was at a training school for officers, but being very eager to see active service he joined the London Scottish, and left England for France on August 3rd of this year.

News has been received of the death in action of Lieut. Cornelius Thorne, eldest son of the late Mr. C. Thorne, who was very well-known in Shanghai. He won the Military Cross in an attempt to save his brother's life. For conspicuous gallantry," ran the official report, "on September 29th, 1915, near Fricourt. His brother, 2nd-Lieut. M. Thorne, also in the 8th Battalion East Surrey Regiment, was shot while on patrol, and it was not known if he had been killed. Three unsuccessful attempts had been made to bring him in, when Lieut. C. Thorne came down from another part of the line, and with his soldier servant, Private Hine, went out under heavy machine-gun fire, found his brother, and carried him back. It was then found that 2nd-Lieut. M. Thorne had been killed."

Lee-Sergt. Richard Wood, who was formerly on the staff of the *North-China Daily News*, has been awarded the Distinguished Conduct Medal. Writing from the 1st Birmingham War Hospital, on October 3rd, Mr. Wood says:—"The award came through orders the other day, and my C.O. was kind enough to forward me the news. I know that it isn't a great deal to win, but at any rate it shows that we journalists are not altogether hopeless where warfare is concerned. I don't mind confessing that it was pretty hard work getting it, but somehow or another I have had to work hard all my life. I also received a printed card from Major-General Harper, C.B., who commands my Division. It is headed "Gallantry on Active Service," and reads: "I wish to congratulate Lee-Sergt. Wood, 1/7th Black Watch, on the gallantry displayed by him on 15th September, 1916."

EMPEROR OF JAPAN'S TRIBUTE TO VERDUN.

The Emperor, says the *Japan Chronicle*, has announced his intention of presenting a sword to the Municipality of Verdun as a mark of his Majesty's appreciation of the magnificent stand made by the French troops in defence of that city. The leading sword-maker of Osaka has been commissioned to make an old-style sword, which will be handsomely decorated and will bear the Imperial crest on the gold handle. The sword will be sent to President Poincaré, through the Japanese Ambassador in Paris.

Kerovic, who was one of the murderers of the Crown Prince of Austria-Hungary in June, 1914, which led to the existing European conflagration, has died in a military prison in Austria.

SHANGHAI RACES.

SECOND DAY.

The Shanghai Autumn Race meeting was continued yesterday with the following results:—

THE NORTHERN CUP.—Three quarters of a mile.

Mr. Fay's Nirvana (Mr. Heard) 1

Mr. Henry Morris' Homefield (Mr. Stewart) 2

Mr. Robson's Niblick (Mr. Hayes) 3

Time: 1min. 37.1-seconds.

THE CHINA CUP.—One mile.

Mr. Ellis Kadoorie's Derby Chief (Mr. Heard) 1

Mr. Robson's The Canny Bird (Mr. Hayes) 2

Mr. John Liddell's Malcolm (Mr. Dalgleish) 3

Time: 2min. 20.3-seconds.

THE SHANGHAI STAKES.—One mile and a half.

Mr. Henry Morris' Beaconsfield (Mr. Stewart) 1

Mr. Lamerton's Mameluke (Mr. Hill) 2

Mr. Durgor's Concession (Mr. Dupree) 3

Time: 3min. 38.2-seconds.

THE PAGODA CUP.—One mile and a quarter.

Mr. Middy's Kingsmead (Mr. Burkhill) 1

Mr. Tiga Tuan Kongsoe's Ampat (Mr. J. I. Ezra) 2

Mr. Jeddert's Dinant (Mr. Moller) 3

Time: 3min. 1.1-seconds.

THE LLAMA MIAU STAKES.—Two miles.

Messrs. Sky and Hickling's Mush (Mr. Johnstone) 1

Mr. Lamerton's Bornite (Mr. Rowe) 2

Mr. Ciro's Whitelight (late Patrol) (Mr. Moller) 3

Time: 4min. 47.2-seconds.

THE RUBICON PLATE.—One mile and a quarter.

Messrs. Toog and Speelman's Zuider Zee (Mr. Watts) 1

Mr. John Liddell's Inchkeith (Mr. Dalgleish) 2

Mr. E. S. Hine's Uganda (Mr. Hill) 3

Time: 3min. 4.4-seconds.

THE RACING STAKES.—One mile and a quarter.

Sir Paul's Winsome Dahlia (Mr. Burkhill) 1

Mr. Tonkin's Billy (late Porpoise) (Mr. Williams) 2

Mr. Seth's Adventure (Mr. Heard) 3

Time: 2min. 58-seconds.

THE SYCEE STAKES.—Three quarters of a mile.

Mr. Ezra's Birdwood (Mr. J. I. Ezra) 1

Mr. Ellis Kadoorie's Derby Chief (Mr. Heard) 2

Mr. Sky's Harry (Mr. Johnstone) 3

Time: 1min. 44.3-seconds.

THE SICCAMEE PLATE.—One mile and a quarter.

Mr. Blix's Hazelnut (Mr. Hill) 1

Mr. Henry Morris' Castlefield (Mr. Stewart) 2

Mr. Fay's Wynona (Mr. Heard) 3

Time: 2min. 58.1-seconds.

THE MONGOLIAN PLATE.—Seven furlongs.

Mr. Magnet's Faked Wheel (Mr. Johnstone) 1

Mr. Permy's Peronne (Mr. Willeumier) 2

Mr. Ellis Kadoorie's Dalny Chief (Mr. Heard) 3

Time: 2min. 32.5-seconds.

ANDREW USHER'S "GREEN STRIPE."

"If you have not tested this Whisky do it now."

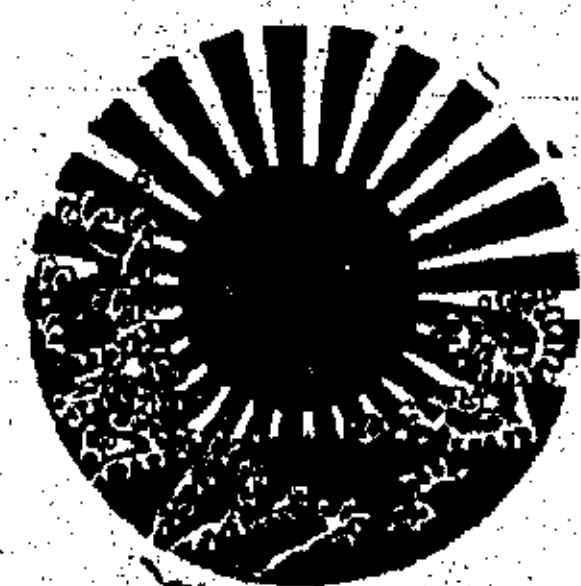
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SANTAL
CAPSULES**
PHYSICIANS RECOMMEND THEM
MADE IN LONDON OF ALL CHEMISTS

THE NEW FRENCH REMEDY
THERAPION No. 1
CURES DISCHARGES, ITCHING, AND OTHER
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CURES BLOOD POISON, RASH, LEUK, SKIN Eruptions,
THERAPION No. 3
CURES ALL THE ABOVE AND ALSO
THERAPION No. 4
CURES ALL THE ABOVE AND ALSO
THERAPION No. 5
CURES ALL THE ABOVE AND ALSO
THERAPION No. 6
CURES ALL THE ABOVE AND ALSO
THERAPION No. 7
CURES ALL THE ABOVE AND ALSO
THERAPION No. 8
CURES ALL THE ABOVE AND ALSO
THERAPION No. 9
CURES ALL THE ABOVE AND ALSO
THERAPION No. 10
CURES ALL THE ABOVE AND ALSO

Valuable alike for the Invalid and Robust

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use in place of ordinary milk foods, gruel, etc., and
is particularly adapted to the needs of Dyspeptics,
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morning, which often follows the taking of spirits.

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**'Allenbury's'
DIET**

WEATHER REPORT.

On the 7th at 11.35.—No returns from
Japan or N.E. China.

Pressure has increased slightly in the neigh-
bourhood of Shanghai and over Indo-China,
and has decreased slightly over Burma. It
is nearly stationary elsewhere.

The depression to the east of the Visayas
does not appear to have developed.

Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inch. Total since 1st
January, 79.73 inches, against an average of
80.92 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

District	Forecast.
Hongkong to Gap Road	(N.E. wind, mo- derate; fine, fresh.)
Formosa Channel	(N.E. wind, fresh.)
South Coast of China between Hongkong and Lamoo	The same as No. 1.
South Coast of China between Hongkong and Mainau	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 7th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.93	29.94	29.92
Temperature	80	71	79
Humidity	65	58	73
Wind Direction	West	—	East
Force	0	0	2
Weather	c	t	b
Rain	—	—	—

Highest open-air Temperature on 6th 80
Lowest open-air Temperature on 7th 71

HONGKONG TIDE TABLE

From 8th to 14th November, 1916.

Day of Month	HIGH WATER.				LOW WATER.			
	Time	Height	Time	Height	Time	Height	Time	Height
Wed.	8 m 31 s	6.0	11 m 25 s	2.5	8 m 31 s	6.0	11 m 25 s	2.5
Thurs.	9 m 28 s	6.7	10 m 20 s	2.0	9 m 28 s	6.7	10 m 20 s	2.0
Fri.	10 m 23 s	7.4	9 m 13 s	1.6	10 m 23 s	7.4	9 m 13 s	1.6
Sat.	11 m 14 s	8.1	8 m 03 s	0.8	11 m 14 s	8.1	8 m 03 s	0.8
Sun.	12 m 05 s	8.8	6 m 52 s	0.5	12 m 05 s	8.8	6 m 52 s	0.5
Mon.	12 m 56 s	9.5	5 m 41 s	0.2	12 m 56 s	9.5	5 m 41 s	0.2
Tues.	13 m 47 s	10.2	4 m 30 s	0.0	13 m 47 s	10.2	4 m 30 s	0.0

WHY NOT WAKE UP FRESH AND FIT?

Pinkettes prevent morning headaches,
dispel constipation, cure biliousness,
torpid liver, purify the breath.

PINKETTES

the dainty little gentle-as-nature laxa-
tives, are obtainable of all chemists, also
post free, 60 cents the phial, from Dr.
Williams' Medicine Co., 96, Sechen
Road, Shanghai.

KNIFE-LIKE PAINS.

The sharp, shooting pains, the intense
agony of Sciatica, often make death
preferable to life. The fiery darts that
run from hip to heel, the sleepless nights,
the cheerless days—why not STOP all
this and get back to health and comfort
again?

LITTLE'S ORIENTAL BALM is the
best known remedy for Sciatica. Rubbed
into the limbs where the pain is, it gives
almost instant relief, and its persistent
use has effected many miraculous cures.

Don't despair just because other
remedies have failed to cure your
Sciatica. LITTLE'S ORIENTAL
BALM is different from all other
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WEEKLY PRESS, JANUARY to JUNE
1916.

With Index, Price \$7.00.

On Sale at the "HONGKONG DAILY PRESS"
Office.

ARMY CONTRACTS.

JUDGE'S CRITICISM OF DEPARTMENT.

CONDUCT OF CONTRACTORS.

Before Mr. Justice Low, at the Central
Criminal Court, the trial was concluded
of Lucien William Asseling, 44, and
William Lewis, 2, cutter, the latter on
bail, upon the indictment charging them
with conspiring to defraud the King and
the Secretary of State for War by falsely
pretending that goods consisting of
razors and clasp-knives had been de-
livered at the Royal Army Clothing
Department and duly inspected there;
with obtaining from the Secretary of
State for War by false pretences two
pay warrants for £619 and £200 respec-
tively, and with using "inspection
notes" containing false, erroneous, or
defective statements.

Lewis was acquitted, but Asseling was
convicted and sentenced to five years'
penal servitude, being also directed to
pay the costs of the prosecution.

"GRIEVOUS AND GROSS ABUSE."

Mr. Justice Low, in summing up to the
jury, said:—It is but very rarely I
conceive it to be my duty to go at all
outside the particular case at the par-
ticular moment being investigated. But I
think it will have occurred to you, as
it certainly occurs to me, that it was
impossible for any public official to have
sat here day after day investigating
cases in connection with this Army
Clothing Department without making a
few general observations in the hope
that those observations may induce some
inquiry and some reform in what I
cannot help saying is a very grievous
and gross abuse. It has been shown in
the course of this case that here we have
a department responsible for the dis-
bursement of many millions of public
money, conducted upon methods and
principles which would infallibly land
any business of a private nature in a
very short time in the Court of Bank-
ruptcy. We are not here dealing with
an administrative department. We are
dealing with a department which is a
great purchasing department, and I
believe to a considerable extent also, but
I am not sure, a manufacturing depart-
ment.

One would have thought that in a de-
partment of that sort you would have
found some one—indeed more than one
—with some capacity and experience of
a business nature. We have seen that
in the filling up of forms and initialling
and all these ceremonies that are dear to
the administrative mind a good deal
of energy was displayed and a great
deal of labour—probably most of it
thrown away—was used, but, as far as
I can see, from first to last any notion
that any sort of real supervision over
the employees of this department was re-
quired never seems to have occurred to
anyone. There is, in my opinion, here
in this department something that re-
quires immediate and drastic attention,
and I have not the least doubt that you
will agree with that view. So far as I
am concerned that is all I am entitled
to say about it, and all I propose to say.
But of course these observations, though
at the moment of some general interest,
are not altogether without a bearing on
this case, because it is not unfair to say
that, if you get ineptitude and in-
capacity in management, you will not
improbably get fraud and possible cor-
ruption in carrying out the concerns of
the department involved, and of course
that is the question that we have to con-
sider in this particular case.

The jury found Lewis Not Guilty and
he was discharged. Asseling was found
Guilty.

Mr. Justice Low sentenced Asseling to
five years' penal servitude on the indict-
ment for false pretences, observing that
he had been convicted upon evidence of
the clearest possible nature of having
been guilty of a series of gross frauds
and of abuse of his position as a trusted
servant of the Government. He seemed
to have considered that he was there in
that department for the purpose of com-
mitting every robbery and swindle he
could possibly lay his hands to. He had
been convicted on this indictment of ob-
taining money by false pretences and
he should sentence him on that indict-
ment and should forbear from passing
sentence on the other indictments because
a different penalty was enacted by the
statute. He could see no excuse for this
conduct, and he was therefore bound to
inflict on him the most severe sentence
in his power.

On hearing the sentence Asseling fell
fainting into the arms of the warders,
and was carried groaning to the cells.
Mr. Muir said he desired to make an
explanation as to what he said in open-
ing the case for the prosecution, as he
might perhaps have been misunderstood.
He had stated that the Royal Army
Clothing Department did not view a
prosecution with enthusiasm. He wished
to say that those remarks did not apply
to the heads of the department and Army
officers. They were men of probity and
honour and above suspicion.

Mr. Justice Low—I think you are
quite right to make that explanation. I
do not think there is the faintest sugges-
tion against their probity or honour.
When the matter was brought to their
attention they gave all the assistance in
their power.

CONTRACTORS DISGRACED.

Later the Judge said:—I feel that I
ought not to part with this case without
making some remark in accordance with
the request of the jury with regard to
the conduct of the contractors. The con-
tractors in this case, as far as we have
got, truly because, by the display of
such wisdom as might have been anti-
cipated from them, they have taken
advantage of the witness-box in prefer-
ence to the dock. But for men in the
state that the country has been and is,

for the sake of gain, to lend themselves
to transactions of this sort, as I said a
short while ago, almost passes compe-
hension. I can only say with regard to
the contractors that I very much regret
that it is not in my power to send them
to share the well-merited punishment of
their associates and accomplices. They
leave this Court free men, but they will
leave this Court disgraced men, with
the disgrace that should attach to men
who have not hesitated to sacrifice the
interests of their country to their desire
to accumulate money.

Whispers reach one, and it is right
that I should say that, that it is difficult
sometimes for honest contractors to com-
pete because it is said that these prac-
tices are widespread. With regard to
that, of course, I know nothing; but I
feel certain that these matters will not
be allowed to be passed over and that a
stringent inquiry will be made as to
what has been going on in this depart-
ment, both in the department itself and
on the part of those associated in any
way as contractors with the department.

I should like to add this as a respec-
ful suggestion to the Legislature, that
it is high time that a short measure
should be passed giving power to the
Courts, at all events during the contin-
uance of the war, to inflict on persons
convicted of bribery or attempting to
bribe, Government employees, a long
period of penal servitude, because the
penalties provided by the Corruption
Act are absolutely useless and inadequate
to deal with matters of this sort.

Mr. Justice Low directed Asseling to
pay the costs of the prosecution.

ARMY "VIEWER" SENTENCED.

BAD GOODS PASSED.

At the same Court, George James
Montague, 49, on bail, a "viewer" in the
Royal Army Clothing Department, was
sentenced to 18 months' imprisonment
with hard labour on the charge of accept-
ing or obtaining £5 from Messrs. H. H.
Soar & Co. manufacturing tailors, who
had a contract for the supply of Army
trousers. The defendant pleaded "Not
Guilty."

Francis William Soar, who is now in
the Army, said that he was formerly in
the employment of his cousin, Mr. H. H.
Soar, who carried on business as H. H.
Soar & Co., manufacturing tailors, in
Globe-road, E. He gave evidence sup-
porting Mr. Muir's statement in opening
the prosecution. In September, 1914, a
contract was entered into for the supply
of 20,000 pairs of trousers for the Army
at 9s. 9d. a pair. At the invitation of
the defendant he visited him at Thornton
Heath. There the defendant mentioned
that other firms were "fixing up" view-
ers with the idea of getting stuff passed
through without any trouble. He said
he could do the firm a lot of good or a
lot of harm. They spoke of the had
stuff that was being passed through, and
the defendant said: "Some manufactur-
ers ought to be shot."

Mr. Justice Low.—He did not say any
viewers ought to be shot?—No.

In reply to further questions, the wit-
ness said that in the defendant's house it
was arranged that the witness was to
give the defendant £5 down, and he was to
pass the stuff through whether it was good
or bad. The witness told him that some
of the stuff which they had made outside
their own factory they were allowed to
not be passed. The defendant wanted £5
down and a halfpenny a pair. The de-
fendant suggested that some bad stuff
should go through with good; and it was
arranged that in telephone communica-
tions about the matter the defendant
should give the name of "Thornton
Heath," and the witness that of
"Frank."

The witness went on to say that he told
his cousin, who gave him a cheque for
£5, and subsequently he gave the money
to the defendant. Two or three days
afterwards the first delivery was made.
The witness got a telephone message from
"Thornton Heath," who said: "Is that
Mr. Frank? Things all right. Keep on
sending." He recognized the voice as
Montague's. Three other payments of
£5 were made to the defendant by post.

Mr. Justice Low asked what proportion
of the 20,000 pairs of trousers were badly
made. The witness replied that about
half were good and half bad. Out of
10,000 badly-made pairs only about 100
were rejected.

They continued to have contracts with
the War Office, and in June last year
about 4,000 pairs sent to the Marylebone
depot of the Royal Army Clothing De-
partment were rejected. The witness met
Montague at a public-house and asked if
it was possible to do anything there the
same as they had done on the first con-
tract. The defendant replied that he did
not know, as they had to be more careful
at Marylebone, but he thought he knew
a man who had been at Pimlico, and who
could arrange matters. He handed
Montague £5 in the public-house, and
never saw him again. In the August fol-
lowing he left his cousin's employment.
After that he claimed from his cousin 9
per cent. on the contract. In January
last he wrote to his cousin saying he had
given up the claim. He told the story
about Montague to his solicitor when his
cousin refused to pay. As far as he knew
his cousin never saw Montague.

LETTERS FROM "FRANK."

Harry Herbert Soar said that when his
cousin told him of his interview with
Montague he refused to have anything to
do with the arrangement. Later he gave
his cousin a cheque for £5. He under-
stood that there were certain expenses
that had to be met.

The witness said that one or two post-
cards were written by him to Montague's
private address. They were signed
"Frank." A letter was also sent with
£5 inside, with a blank sheet of notepaper
on which was written "Frank."

The Judge.—Of course you knew that
that was not proper. You knew that it
was being sent to a Government official?
—I knew it and I regret it.

Later Mr. Justice Low remarked:—I
am quite satisfied that this man has been
an accomplice and I am quite satisfied
that instead of being where you are you
ought to be over there.

(Continued at foot of next column.)

A WOMAN'S DOUBLE LIFE.

COUNTESS WHO MARRIED A GERMAN CLERK.

"Josephine Bauer" went, by the
direction of the London Sessions, into in-
terment for the rest of the war, and
similarly the Comtesse de Bourrienne has
vanished from the West End of London.
For Mrs. Bauer and the countess are
the same woman. An amazing career in
double living has thus closed. One of
the smartest women in London, the coun-
tess was to be met at the Carlton, the
Savoy, the Ritz, and other fashionable
hotels. She was generally either in the
writing-room or taking afternoon tea.

Dark and petite, she was perfectly
gowned. She had diamond rings on her
fingers and a gold cross set with amethysts
at her breast, and her tiny feet were im-
maculately shod in the latest footwear.
Hotel servants knew her as "the coun-
tess" and a fairly regular guest, (adds
the *London Evening News*). They re-
marked upon her loneliness. But it was
understood that her husband was at the
war and that she herself was spending
her leisure in Red Cross work.

The true facts have only been known
since the disturbing incident at the Hotel
Victoria, when a secret bell which a
detective had contrived rang unawares
and the manager entered to find the
countess placing a valuable vase in her
handbag.

It now appears that in spite of her
frocks, her expensive millinery, and her
adorned jewellery, the countess was
engaged in a grim fight with poverty.
She was living in an attic in the house
of a specialist in Harley Street, for
which she only paid 10s. a week, and
even that small rent was a little in
arrear.

Practically since the war began, the
countess, by her own admission, has
lived by theft.

"When I married a German," she told
an acquaintance, "my father stopped
my allowance." Readers of 'The Queen's
Necklace,' by Dumas, will recall the
story of the Comtesse de la Motte, who
lived in a garret but traded on a distant
relationship with the Royal family and
was associated with the theft of the
Antoinette diamond necklace. In some
respects Josephine Bauer was her imi-
tator. She moved in the fashionable
world in the day-time and returned to
her attic in the evening. She did not
return empty handed.

"COLLECTED FOR RED CROSS."

She told the other occupants of the
house she was collecting goods for the
Red Cross, and showed them
cushions and curtains and clocks and
mantelpiece ornaments as gifts to the
cause. Her bed-sitting room was
times crowded with such articles, in
time to time they were sold—but not
cheaply, as the countess's friends sup-
posed. Their destination was the
panshop, and the aristocratic "Joseph-
phine" was using them to raise pocket
money.

None of those who met the countess
soberly ever dreams that she was in
poverty, and it was at first thought that
her arrest was all a terrible mistake.
Inquiries show that the countess is a
descendant of Louis de Bourrienne, the
friend and biographer of Napoleon.
She was born in Paris, and her father
holds a high position in the French
Army.

Her father in anger then refused to
a French aristocrat. About seven years
ago she was left a widow. She then
came to London, and since then
divided her time between London and
Paris. In January, 1914, she married
German clerk named Bauer, who
was acting as her secretary, at a Le
registry office. The marriage took
from an address in Green Street, S.

Her father in anger then refused to
have anything more to do with her
when the war broke out and she and
he were in comfortable circumstances
Brunswick-square. His internment, a
weeks later, left her in difficulties,
the result that she adopted the mod-
est living now disclosed.

The defendant was called as a wit-
ness and denied the charge.

The jury found the defendant Guilty
with a recommendation to mercy on
ground of his good character.

Mr. Justice Low—I understand, ge-
men of the jury, you are of opinion
the two Soars are deserving of severe
censure. I am sure I entirely agree
you.

The Judge sentenced the defendan-
18 months' imprisonment with
labour, remarking that he did not
his case was as bad—he was sure it
not as bad—as some of the cases that
came before him. He had made up
mind that in these cases wherever a
merchant official was found guilty of
kind of corruption during the war
would pass the full sentence permi-
ssible by law, but in the defendant's case
made some exception.

Mr. Justice Low asked the two
to stand forward, but Harry Soar
not in Court.

The Judge said—It is no use a
to what I said on Saturday about
cases. But these contractors would
grace any business, and it is a sh-
thing that they should be allowed
hold of contracts at all. I am
inclined to think that in this part
case if anybody had made any in-
to the standing and condition of
firm no contract at all would have
entered into with them. They ob-
had not, either of them, the me-
capacity for carrying out a con-
this importance and the result was
in all probability it was gra-
scamped. The jury desire th-
Messrs. Soar should know that it
under very grave censure for wh-
have done, and the jury agree
that it is a great pity that we
able to punish them as well as t-
Montague.

SHIPPING

ARRIVALS

BRISBANE, British str., 716, E. E. Mc-
Lellan, 6th November—Bangkok 27th
October, General—Order.
CHILDAN, Norwegian str., 1,102, J. Mat-
thiasen, 6th November—Bangkok 28th
October, Rice—Thorsen & Co.
EGREMONT CASTLE, British str., 3,342, J.
N. Craven, 7th November—Singapore
20th October, General—Doddwell &
Co.
GLENNIFFER, British str., 6,021, McGregor,
6th November—London 9th Septem-
ber, General—Shewan, Tomes & Co.
KWANGTAH, Chinese str., from Canton,
7th November.
LOUIS, British str., 78, Seongwah, 6th
November—Manila 1st November,
Ballast—Order.
SHANGHAI, Chinese str., 270, Holfords,
6th November—Macao 6th November,
General—Order.
SUMATRA, Swedish str., 9,300, O. C. Nord-
felt, 7th November—Sinhag 29th
October, General—Swedish Trading
Co.
TJINGWONG, Dutch str., 4,800, F. V.
Scherneck, 7th November—Mojito
2nd November, General—Java-China
Japan Ltd.
YUNSHANG, British str., 1,128, W. M.
Mesney, 7th November—Manila 4th
November, General—Jardine, Mathe-
son & Co., Ltd.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
November 7th.
SOSHI MARU, Jap. str., for Swatow.
TAIYUAN, British str., for Manila.
TOKU MARU, Jap. str., for Hongay.

DEPARTURES

November 7th.
CHOYANG, British str., for Shanghai.
HATAN, British str., for Swatow.
NIBROS, British str., for Singapore.
DORIS MARU, Jap. str., for Moji.
SALAMIS, British str., for Kobe.
SINKIANG, British str., for Canton.
WINGANG, British str., for Canton.
YATUKO MARU, Jap. str., for Miike.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The str. *Malta* left Singapore for this
port on the 2nd instant, at 4 p.m., with
the outward English mails, and is due
here to-morrow, at about 8 a.m.

CANADIAN MAIL

The str. *Empress of Asia* left Vancouver
on the 2nd instant, morning.

MERCHANT STEAMER

The str. *Shirata* left Calcutta on the
4th instant, and may be expected here on
or about the 21st instant.

LATEST STEAMER MOVEMENTS.

The str. *Venezuela* left San Francisco
on 25th October, Honolulu on 5th instant,
and is due to arrive here on 2nd Decem-
ber.
The str. *Empress of Russia* arrived at
Nagasaki on the 6th instant, at 1 p.m.,
left Nagasaki same day, at 11 p.m.
The str. *Empress of Japan* arrived at
Nagasaki on the 6th instant, at 8.30 a.m.,
left Nagasaki same day, at 3 p.m.
The str. *China* left Shanghai on Mon-
day morning, the 6th instant, and is due
to arrive here this afternoon.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.

FOR BOSTON AND NEW YORK.
S.S. "EGREMONT CASTLE".
On or about 8th Nov.
It is intended that the above vessel will
proceed via Panama Canal.
For Freight and further information, apply
to—
DODWELL & Co., Ltd.
Agents. [1831]

THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.

STEAM FOR STRAITS, OCEAN,
AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMSTERDAM, CONTINENTAL,
AND SOUTH AFRICA PORTS.

THE Steamship
"NYANZA".
Captain J. Gaunt, R.N.R., carrying His
Majesty's Mails, will be despatched from
this port on or about FRIDAY, the
17th Nov., 1916, taking Passengers and Cargo
for the above Ports, in connection with the
Co.'s s.s. "MONGOLIA" from Colombo,
passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for
Italy, France and London (under arrangement)
will be transhipped at Colombo into the Mail
Steamer proceeding direct to Marseilles and
London. Other Cargo for London, etc., will be
conveyed via Bombay per s.s. "KHYBER",
due in London about the 1st Jan., 1917.
Passage will be received at the Office until 3
p.m. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.

GLENN LINE (McGREGOR, GOW
& Co.), LIMITED.
FOR GENOA AND LONDON.

THE Steamship
"GLENNIFFER".
13,176 Tons D.W.
will be despatched for the above ports
about second half of December, 1916.
For freight, passage and further information,
apply to
SHEWAN, TOMES & Co.,
Agents. [182]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blaka Pier.

3. From Blaka Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	11th	Torawa	NISSON YUSEN KAISHA	On 18th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NYANZA	Brit. str.	11th	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 17th inst., at Noon.
GENOA & LONDON	MAITIA	Brit. str.	11th	C. O. Talbot, R.N.R.	P. & O. S. N. Co.	On 1st Dec., at Noon.
MARSEILLES VIA PORTS.	ATLANTICUS	Brit. str.	11th	J. McGregor	SWINWAY, TOMES & Co.	About 2nd half of Dec.
MAINTENON & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	11th	Charbonnel	SWINWAY, TOMES & Co.	About 2nd half of Dec.
VICTORIA & TACOMA VIA MANILA &c.	QANADA MARU	Jap. str.	11th	D. A. Gardiner	THE BANK LINE, LIMITED	On 30th inst.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI &c.	YOKOHAMA MARU	Jap. str.	11th	T. Suruga	OSAKA SHOSHN KAISHA	On 13th inst., at 3 p.m.
MEXICAN, PANAMA & CHILE PORTS VIA JAPAN	SHITO MARU	Jap. str.	11th	Shinohe	NISSON YUSEN KAISHA	On 22nd inst., at Noon.
BOSTON AND NEW YORK	EGREMONT CASTLE	Brit. str.	11th	Nojiri	TOYO KISEN KAISHA	On 11th inst., at Noon.
NEW YORK VIA SINGAPORE, MALACCA, PENANG, &c.	KANAGAWA MARU	Jap. str.	11th		DODWELL & Co., LTD.	To-day.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, &c.	KARIMOW	Jap. str.	11th		NISSON YUSEN KAISHA	On 11th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, &c.	KORINA	Jap. str.	11th		OSAKA SHOSHN KAISHA	On 11th inst.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, &c.	KORINA MARU	Jap. str.	11th		TOYO KISEN KAISHA	On 15th inst., at 1 p.m.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, &c.	KORINA MARU	Jap. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SAN FRANCISCO VIA SINGAPORE, MALACCA, PENANG, &c.	KORINA MARU	Jap. str.	11th		TOYO KISEN KAISHA	On 19th Dec., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF RUSSIA	Brit. str.	11th	E. Bent	CANADIAN PACIFIC O. S. L.	On 28th Dec.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF JAPAN	Brit. str.	11th	A. J. Halley	CANADIAN PACIFIC O. S. L.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF ASIA	Brit. str.	11th	W. Dixon Hope	CANADIAN PACIFIC O. S. L.	On 15th inst.
AUSTRALIAN PORTS	KORINA MARU	Jap. str.	11th	S. Robinson	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
AUSTRALIAN PORTS	ST. ALBANS	Jap. str.	11th		NISSON YUSEN KAISHA	On 13th inst., at Noon.
SYDNEY, MELBOURNE AND ADELAIDE	CHOSHI MARU	Jap. str.	11th	S. Nomoto	OSAKA SHOSHN KAISHA	On 13th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	11th	Toyoda	NISSON YUSEN KAISHA	On 12th inst., at 7 a.m.
YOKOHAMA & TIENTSIN	HUIKOW	Jap. str.	11th	Shane	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
KOBE & MOJI	FOOKSANG	Brit. str.	11th	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at D'light.
JAPAN	YINSHANG	Brit. str.	11th		JAVA-CHINA-JAPAN LINE	On 17th inst.
SHANGHAI	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, MOJI & KOBE	YINSHANG	Brit. str.	11th		P. & O. S. N. Co.	On 10th inst., at Noon.
SHANGHAI	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	On 13th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	YINSHANG	Brit. str.	11th		JAVA-CHINA-JAPAN LINE	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	YINSHANG	Brit. str.	11th		NISSON YUSEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	YINSHANG	Brit. str.	11th		MISAGAWA MARITIME	About 17th inst.
SHANGHAI, MOJI & KOBE	YINSHANG	Brit. str.	11th		NISSON YUSEN KAISHA	On 18th inst.
AMOY & SHANGHAI	YINSHANG	Brit. str.	11th		P. & O. S. N. Co.	About 24th inst.
AMOY, MANILA, CEBU & ILOILO	YINSHANG	Brit. str.	11th		DAVID BARROET & Co., LTD.	On 24th inst.
AMOI & TAKAO VIA SWATOW & AMOI	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
TAMBU & KEBELUNG VIA SWATOW & AMOI	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	To-day, at 8 p.m.
SWATOW, AMOI & KOCHOOW	YINSHANG	Brit. str.	11th		OSAKA SHOSHN KAISHA	To-day, at 4 a.m.
SWATOW, AMOI & KOCHOOW	YINSHANG	Brit. str.	11th		OSAKA SHOSHN KAISHA	On 10th inst., at 10 a.m.
MANILA, SANDAKAN, BATAVIA, &c.	YINSHANG	Brit. str.	11th		DOUGLAS LAFRAK & Co.	On 14th inst., at 11 a.m.
MANILA	YINSHANG	Brit. str.	11th		DOUGLAS LAFRAK & Co.	On 17th inst., at 11 a.m.
MANILA, CEBU & ILOILO	YINSHANG	Brit. str.	11th		OSAKA SHOSHN KAISHA	On 10th inst., at Noon.
MANILA	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 3 p.m.
BOMBAY VIA SINGAPORE, MALACCA, PENANG, &c.	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
BOMBAY VIA SINGAPORE, MALACCA, PENANG, &c.	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	YINSHANG	Brit. str.	11th		OSAKA SHOSHN KAISHA	On 10th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	YINSHANG	Brit. str.	11th		NISSON YUSEN KAISHA	On 10th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	YINSHANG	Brit. str.	11th		JAVA-CHINA-JAPAN LINE	To-morrow.
HOIHOW, PAKHOI & HAIPHONG	YINSHANG	Brit. str.	11th		BUTTERFIELD & SWIRE	On 11th inst., at 10 a.m.
HAIPHONG VIA HOIHOW	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.
SANDAKAN	YINSHANG	Brit. str.	11th		JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Friday, 10th Nov., Noon.
"KOBAN" ... Saturday, 11th Nov., D'light.
"MANILA" ... Saturday, 11th Nov., D'light.
"SHANGHAI" ... Sunday, 12th Nov., D'light.
FOR SINGAPORE, PENANG & CALCUTTA "WINGSANG" ... Sunday, 12th Nov., D'light.
"SINGAPORE, PENANG & CALCUTTA" ... Monday, 13th Nov., Noon.
"HAIPHONG VIA HOIHOW" ... Tuesday, 14th Nov., D'light.
"SANDAKAN" ... Saturday, 18th Nov., Noon.
"MANILA" ... Saturday, 18th Nov., 3 p.m.

RETURN ROUTES TO JAPAN.
The steamers "KUMSANG," "NANSANG," and "FOOKSANG" leave about
every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe
(Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is
supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals
for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning
thence direct to Hongkong. Time occupied, 19 days.
These vessels have all modern improvements and are fitted throughout with Electric
Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted
throughout with Electric Light.
Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,
Dairen, Weihaiwei.
Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore,
Tawau, Usukan, Jesselton and Labuan.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European
Passengers, leaving the Colony for Straits Settlement, are required to produce on
arrival at destination passports with their Photographs and description affixed thereto.
For Freight or passage, apply to
Telephone No. 215.

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General Managers.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking
Passengers and Cargo at Current Rates.
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THE ROYAL
R.M.S.P. MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
FOR STRAITS SETTLEMENTS
HOMERWARD
GENOA ... "MERIORETHSHIRE" ... End of November.
TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
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OCEAN
SERVICES
LIMITED
TRANS PACIFIC
LINES

QUICKEST TIME ACROSS THE PACIFIC
To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days.
Hongkong to Chicago 21 days. Hongkong to New York 23 days.

"EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"
18,850 tons gross register, quadruple screws, speed 21 knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.
"MONTEAGLE" ... 8 Nov. "EMPRESS OF JAPAN" ... 10 Jan.
"EMPRESS OF JAPAN" ... 11 Nov. "MONTEAGLE" ... 8 Feb.
"EMPRESS OF ASIA" ... 30 Nov. "EMPRESS OF ASIA" ... 16 Feb.
"EMPRESS OF RUSSIA" ... 23 Dec. "EMPRESS OF RUSSIA" ... 16 Mar.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
"Monteagle" calls Moji instead of Nagasaki.
Through Bills of Lading issued via Vancouver in connection with Canadian Pacific
Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports,
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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES
named:—
FOR STRAITS SETTLEMENTS TO SAIL REMARKS
SHANGHAI, MOJI & KOBE (MALTA) ... Noon. { Direct
Capt. C. C. Talbot, R.N.R. ... Service.
LONDON & BOMBAY VIA ... Noon. { Connecting as
SINGAPORE, PENANG, ... 17th Nov. { Colombo with
COLOMBO, PORT SAID (Capt. J. Gaunt, R.N.R.) ... Mail s.s.
and MARSEILLES ... "Mongolia."
SHANGHAI, MOJI & KOBE (NANKIN) ... About 24th Nov. { Direct
Capt. G. Manley ... Service.
LONDON VIA SINGAPORE, ... Noon. { Direct
PENANG, COLOMBO, ... 1st Dec. { Service.
PORT SAID and ... Capt. C. C. Talbot, R.N.R. ...
MARSEILLES ...

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to
Europe for two years, or Intermediate Ports for six months. Round-the-world and
through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
E. V. D. PARR,
P. & O. S. N. Co. Acting Superintendent. [1]

SHIPPING IN PORT

STEAMERS.

CANADA MARU, Japanese str., 5,750, T.
Suruga, 1st November—Shanghai
29th October, General—Osaka Shosen
Kaisha.
CHINGCROW, British str., 1,195, J. Jas.
Doyle, 3rd November—Pori, Paravel
21st October, Lime Stone—Shewan,
Tomes & Co.
EMPIRE, British str., 2,543, Smith, 5th
November—Saigon 1st November,
General—Order.
HANAMET, American str., 2,073, J. Lennox,
30th October—Saigon 24th October,
Rice and General—Order.
HONGKONG, British str., 3,055, W. H.
Bramwell, 26th October—Marseilles
17th September—Order.
HONGKONG, British str., 2,093, L. E.
Van Egdom, 1st November—Singa-
pore 26th October, General—Order.
HONGKONG, French str., 730, A. Mar-
guerite, 4th November—Haiphong
2nd November, General—A. R.
Marty.
HONGKONG, British str., 3,060, Victor
V. Egdom, 6th November—Amoy 4th
November, General—Order.
HUICHOW, British str., 1,216, G. Hooker,
5th November—Tientsin 28th October,
General—Butterfield & Swire.
KANGIOW, British str., 1,222, Rees Lewis,
30th November—Bangkok 27th October,
Rice and General—Butterfield &
Swire.
KARU, Chinese str., 681, O. Hoeg, 1st
November—Saigon 26th October, Rice.
—Order.
KATORI MARU, Japanese str., 6,161, B.
Kon, 4th November—Singapore 30th
October, General—Nippon Yusen
Kaisha.
KENKON MARU, Japanese str., 1,889, —,
31st October—Moji 26th October,
Coal—Doddwell & Co.
KOMAGATA MARU, Japanese str., 1,830, T.
Miyakoshi, 28th October—Batavia
27th October—Mitsui Bussan Kaisha.
KWANGTAH, Chinese str., 1,536, G.
Stewart, 2nd November—Shanghai
29th October, General—Order.
KIRIN MARU, Japanese str., 3,801, Sasaki,
2nd November—Moji 28th October,
General—Nippon Yusen Kaisha.
LANHES, British str., 1,733, Jenkens, 4th
November—Saigon 26th October, Rice
and General—Order.
NINGPO, British str., 1,228, Onndey, 1st
November—Swatow 31st October, But-
terfield & Swire.
MONTAGUE, British str., 3,053, A. J.
Hailey, 6th November—Vancouver
10th October, General—Canadian
Pacific Ocean Services, Ltd.
ONANG, British str., 1,884, G. T. Tough, 4th
November—Hongay 1st November, Coal—
Jardine, Matheson & Co., Ltd.
PLEIANES, American str., 2,952, Feckett,
1st November—Chingwantao 23rd
October, Coal—Order.
SEIYO MARU, Japanese str., 4,771, Kame-
taka, 2nd November—Moji 29th Octo-
ber, General—Toyo Kisen Kaisha.
SELEN, Norwegian str., 668, D. Hovbrun-
der, 6th November—Bangkok 26th
October, Rice and Flour—Thorsen
& Co.
SHAHSING, British str., 1,037, H. J.
Hobbs, 5th October—Singapore 28th
September, General—Butterfield &
Swire.
SHAWHING, Chinese str., 767, G. Rama-
land, 11th October—Dairen 6th Octo-
ber, Beans—Order.
SHIKHUKU MARU, Japanese str., 2,923,
W. Miura, 2nd November—Sandakan
25th October, Sugar—Osaka Shosen
Kaisha.
SINKIANG, British str., 1,616, Benson, 6th
November—Shanghai 2nd November,
General—Butterfield & Swire.
SUNGKIANG, British str., 987, H. Trow-
bridge, 30th October—Haiphong 26th
October, General—Butterfield &
Swire.
TAMBU, British str., 926, McCulloch, 2nd
November—Swatow 1st November,
General—Butterfield & Swire.
TATONTS, French str., 367, Le La
Troquer, 6th November—Bangkok
26th October, Rice—Order.
TELA, Norwegian str., 2,003, Jensen, 3rd
November—Moji 28th October—
Orders.

FORTHCOMING EVENTS.

Thursday, 9th Nov.—
10.30 a.m.—Auction of a Quantity of Metal,
&c., at No. 1, Ningpo Street, Yauwai, by
Messrs. Hughes & Hough.
Friday, 10th Nov.—
11 a.m.—Auction of Steam-Launch "Meta"
at the Breakwater, Yauwai, by Messrs.
Hughes & Hough.
Saturday, 11th Nov.—
2 p.m.—Ministering Children's League Sale
of Work in Government House Grounds.

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)
COAL DEPARTMENT.

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TAKASHIMA, OCHI, MUTABE,
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AND OTUBARI COALFIELDS.
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YORK, SHANGHAI, HONGKONG,
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